

FIRST HILL PARKING ACTION STRATEGY EXECUTIVE SUMMARY

The *First Hill Parking Action Strategy* was developed between February and October 2003 by the members of the First Hill Parking Workgroup working in conjunction with the Seattle Department of Transportation's *Making the Parking System Work* program.

First Hill's planning documents, such as the *First Hill Neighborhood Plan* and the *Parking Management Study for First Hill*, identified a number of parking opportunities and priorities for the neighborhood. The primary goal that emerged from these works has been to develop regulations, educational tools and incentives that encourage people to use transit and non-motorized transportation modes. These plans emphasize the ability of people to have viable access by transit, bicycling, and walking in, to and from First Hill, in support of economic and civic vitality.

The goals of the First Hill Parking Workgroup build upon this vision by identifying short, mid and long-term goals to better manage First Hill's parking supply.

Summary of Goals

The theme of the short-term goals is to quickly make more parking available for short-term customer parking, fix existing inconsistencies in the on-street parking regulations, and educate business and property owners about how to make on-street parking changes. The Workgroup would like to see these changes started in 2003 with implementation occurring by the end of 2004.

Short-Term Goal #1: Make changes to Restricted Parking Zone 7 in the vicinity of Harborview Hospital to reduce tension between residents, hospital visitors and hospital employees.

Short-Term Goal #2: Maximize use of the existing on-street parking system by consolidating and eliminating load zones and bus zones where appropriate, formalizing "informal" parking spaces, and converting parallel to angled parking where appropriate. Ensure that adequate loading and unloading spaces remain.

Short-Term Goal #3: Install parking directional signs to guide customers and visitors to the supply of on- and off-street parking available to either side of Madison Street.

Short-Term Goal #4: Ensure adequate parking enforcement to assist parking management tools to function as intended. Avoid deliberately-concentrated enforcement efforts in the residential parking zone that primarily impact residents - not outside offenders. Allow changes to the RPZ (Short-Term Goal #1) to go into effect before increasing enforcement levels.

Short-Term Goal #5: Install 2-hour parking meters adjacent to commercial land uses. The goal of installing the meters is to eliminate all-day parking by employees to create more

short-term customer parking spaces. Seek uniformity in time-limit regulations to provide neighborhood customers and visitors with consistency.

Short-Term Goal #6: Improve communication with area residents about impacts to on-street parking from large-scale, multi-month/year construction projects.

In the mid-term, the goals of the workgroup are two-fold: make larger neighborhood-wide changes to the existing parking regulations that will increase the supply of short-term parking for customers and visitors to the neighborhood and participate in City-wide policy changes to improve parking management. The workgroup intends many of these changes to be made in 2004 and 2005.

Mid-Term Goal #7: Change City policy to limit parking by handicapped placard to four hours. Sufficient handicapped parking spaces exist for employees of First Hill's major institutions. By limiting the time handicapped placards can stay in metered spaces, handicapped parking spots, and the residential parking zone, more spaces will be made available more often for visitors to the hospital.

Mid-Term Goal #8: Establish a Residential Parking Zone (RPZ) for mixed-use areas. Change the administration and enforcement of the RPZ program to minimize abuse by neighborhood residents and employees.

Mid-Term Goal #9: Maximize use of the existing on-street parking system by removing or reducing the size of curb bulbs and planting strips to create opportunities for angled and parallel parking.

Mid-Term Goal #10: Extend parking meter hours into the evening to create parking turnover after 6:00 p.m.

Long-term actions are recommended that reduce the demand on the local transportation network by improving bus and other transit service, educating visitors and employees about transit use, and providing incentives and subsidies to users of alternative transportation modes.

Long-Term Goal #11: Emphasize accessibility by transit, bicycle and pedestrians in the First Hill area. Implement transportation demand management tools (transit pass subsidies, preferential carpool parking, and car sharing) to provide employees and visitors with choices.

Long-Term Goal #12: Improve the frequency of bus service and the number of routes that serve residents, clients and employees of the neighborhood.

Long-Term Goal #13: As determined timely or appropriate by neighborhood business or transportation association groups, develop marketing, parking validation programs, signage and other tools to more effectively use existing parking, promote the use of alternative forms of travel, and help shoppers and visitors navigate.

Long-Term Goal #14: Workgroup and community members should identify feasible opportunities for shared parking between various existing businesses, residential, and other developments. Develop parking programs to more effectively use existing off-street parking resources. Investigate the use of unused parcels for parking purposes.

Long-Term Goal #15: Create a neighborhood transportation management association (TMA) to provide a centralized distribution point for the distribution of a variety of transit benefits and travel incentives to employees, visitors and residents.

Long-Term Goal #16: Continually investigate the impacts from area uses and monitor their on-street parking regulations to determine appropriateness and cohesion with larger neighborhood parking management goals.

Long-Term Goal #17: Investigate options for institutes to provide shuttles to satellite parking lots and transit hubs (ferries, Monorail, Light Rail, King Street Station, etc.) and also to share existing shuttle resources (Harborview provides two shuttles to satellite lots for employees that run every 20 minutes).

Long-Term Goal #18: Encourage the Department of Design, Construction and Land Use's (DCLU) investigation into "preservation parking." The creation of this tool, requiring revision's to Seattle's Land Use Code, would allow a practice whereby new developments can preserve the existing parking supply of a particular site so that it is not lost to the community. Income from the existing parking lot is counted by the developer.

The First Hill Parking Workgroup also recommends other actions be taken to reduce congestion, improvement traffic flow, and improve private parking enforcement.

Other Goal #19: Eliminate or revise parking spaces and traffic flow as necessary to reduce congestion and facilitate the movement of cars and buses around First Hill.

Other Goal #20: Add a security system at Yesler Terrace parking lots to reduce/prevent non-residents and non-guests from parking in the facilities. System could consist of a gate, arm and passcards distributed to authorized permit holders.

FIRST HILL PARKING ACTION STRATEGY

Program Background

Through the *Making the Parking System Work* program, Seattle Department of Transportation (SDOT) staff collaborate with neighborhood business and community organizations to identify and implement low-cost, common-sense local parking management and access strategies. These active partnerships seek to achieve an acceptable balance of residential, visitor, business customer and employee parking in a particular neighborhood. The partnerships also create and employ techniques to reduce demand for parking spaces by promoting travel by foot, bike, bus and carpool. These techniques are also known as transportation demand management or TDM.

At the outset of each neighborhood parking planning effort, neighborhood representatives establish a Parking Workgroup comprised of residents, neighborhood planning organizations, business associations, staff from various City departments, and other key stakeholders. The intent is to create a team of “parking experts” that can formulate solutions, implement recommendations and educate and involve others. In First Hill, workgroup members represented the First Hill Chamber of Commerce, First Hill Merchants Association, First Hill District Council. Swedish Hospital and area residents were represented as well.

Neighborhood parking workgroups are charged with developing a list of specific actions the community and City can implement to better manage on-street and off-street parking and to implement TDM strategies. The *First Hill Parking Action Strategy* represents the actions that can be taken to achieve the short, mid and long-term goals of the First Hill Parking Workgroup. This action plan was presented to the neighborhood at a Community Parking Forum on **October X, 2003** to solicit feedback and implementation assistance.

Additional information about the progress of the First Hill Parking Workgroup in implementing these goals or the *Making the Parking System Work* program can be found at <http://www.seattle.gov/transportation/neighborhoodparking.htm> or 206.684.4208.

Existing Conditions

Existing conditions data was gathered from field work conducted in January and February 2003, the Comprehensive Neighborhood Parking Study (2000), the Parking Management Study for First Hill (July 1998), the First Hill Neighborhood Plan (November 1998), the First Hill Parking Kick-Off Meeting on February 18, 2003, the First Hill Parking Walking Tour on March 21, 2003, and other citizen comments.

On-street parking regulations as of March 2003 are shown in *Map 1: Existing Conditions*. Many of the strategies and goals in this Action Strategy are followed by a number shown in parenthesis. These numbers correspond to the locations of these items shown in *Map 2: First Hill Walking Tour*. Those items are listed here in Table 1: Walking Tour Comments.

TABLE 1: WALKING TOUR COMMENTS

Map #	Problem, Information and/or Opportunity
1	Add directional signs on Madison towards off-street parking lots
1	Terry b/t Madison and Spring e/s): Remove additional curb space
2	Terry b/t Marion and Madison (e/s): Remove planted and unplanted curb bulbs to create more spaces
3	Marion b/t 9th and Terry (n/s): Consolidate spaces between "t"s and "l"s to increase parking stalls
4	Marion b/t 9th and Terry (s/s): Add meters or time restrictions to unrestricted parking
5	9th b/t Marion and Madison (e/s): repaint curb at fire hydrant to signal "no-parking"
6	9th b/t Marion and Madison (w/s): Shorten existing no parking zone at green mail box to create spaces
8	821 9th Ave (on Marion and 9th): consolidate two load zones for apartment building
9	Marion b/t 8th and 9th (n/s): Remove planting strip to create parallel or angled parking on north side
10	Marion b/t 7th and 8th (s/s): Consolidate or relocate taxi zone to needed location. Install more carpool or metered parking
11	909 8th Ave: Install meters or time restrictions on south side of building only used for storage
12	Spring b/t 7th and 9th (s/s): Shorten or restrict long load-zone to Sunday use only
13	8th b/t Spring and Seneca (e/s): Consolidate load zones in front of the Emerson, Geneva and Lowell
15	Terry b/t Seneca and University (e/s): Explore conversion to angled parking on w/s or addition of parallel parking on e/s
16	Boren b/t Seneca and University (w/s): Remove or consolidate bus zones
17	Seneca b/t Boren and Minor (s/s): Replace "l"s and "t"s to fit with the meter locations
18	Summit b/t Seneca and University: Shorten bus zone
19	Boylston b/t Seneca and University (w/s): Remove three load zones for vacant building and replace with time limits or meters
20	Boylston b/t Spring and Seneca (e/s): Investigate removal of planting strip to create angled parking
21	Spring b/t Harvard and Boylston (n/s): Investigate removal of planting strip to create angled parking
22	9th b/t Jefferson and James (e/s): Investigate why only block with no parking
23	Yesler Community Center (s/s): Extend RPZ to include this location
24	Spruce and 9th: Explore adding parking around the curve
26	Jefferson b/t 9th and Terry (n/s): Formalize 15 minute parking on planting strip through construction or improve enforcement
28	Terry b/t Alder and Terrace (b/s): Include in Zone 7 RPZ

- 29 University b/t Minor and Boren (n/s): Remove load zone meter
- 30 Seneca b/t Summit and Minor (n/s): Relocate well-utilized motorcycle parking to a location where parked cars cause poor visibility (e.g., nw corner of Summit b/t Seneca and Spring)
- Zone 7 RPZ in vicinity of Harborview: Extend zone hours to 9:00 pm to minimize impact of night shift employees who park in the neighborhood.
- 31 Disabled Parking Spaces on Alder: Change city policies to limit parking by handicapped placard to 4 hours
- 32 Alder b/t 8th and 9th: Convert load zones and reserved parking spaces (which are served elsewhere) to 4-hour disabled parking

In September and October 1999, the City of Seattle collected data in 35 study areas in 26 of Seattle's neighborhoods as part of the Comprehensive Neighborhood Parking Study. The study area contained 3,029 parking spaces: 559 on-street spaces; 2,421 off-street spaces; and 49 loading zones. The parking usage data revealed the following:

TABLE 2: FIRST HILL PARKING USAGE						
	Average			Peak-Hour		
	On-Street	Off-Street	Total	On-Street	Off-Street	Total
First Hill	71%	73%	72%	79%	89%	85%
Urban Center Neighborhoods	75%	61%	64%	84%	75%	75%
City-Wide Average	60%	49%	56%	68%	61%	66%

In addition to First Hill, the other Urban Center Neighborhoods studied included the University District, Uptown, Pike-Pine, Northgate, Capitol Hill, the Denny Triangle and Belltown.

The study also examined average duration for on-street parking spaces.

TABLE 3: AVERAGE PARKING DURATION IN FIRST HILL					
	Unrestricted	2-hour max	1-hour max	Load zone	Average
First Hill	2.0 hours	1.6	1.3	1.5	1.7
City-Wide Average	3.2	2.0	2.1	1.9	2.8

MAP 1

Map 1: Existing Conditions 2003

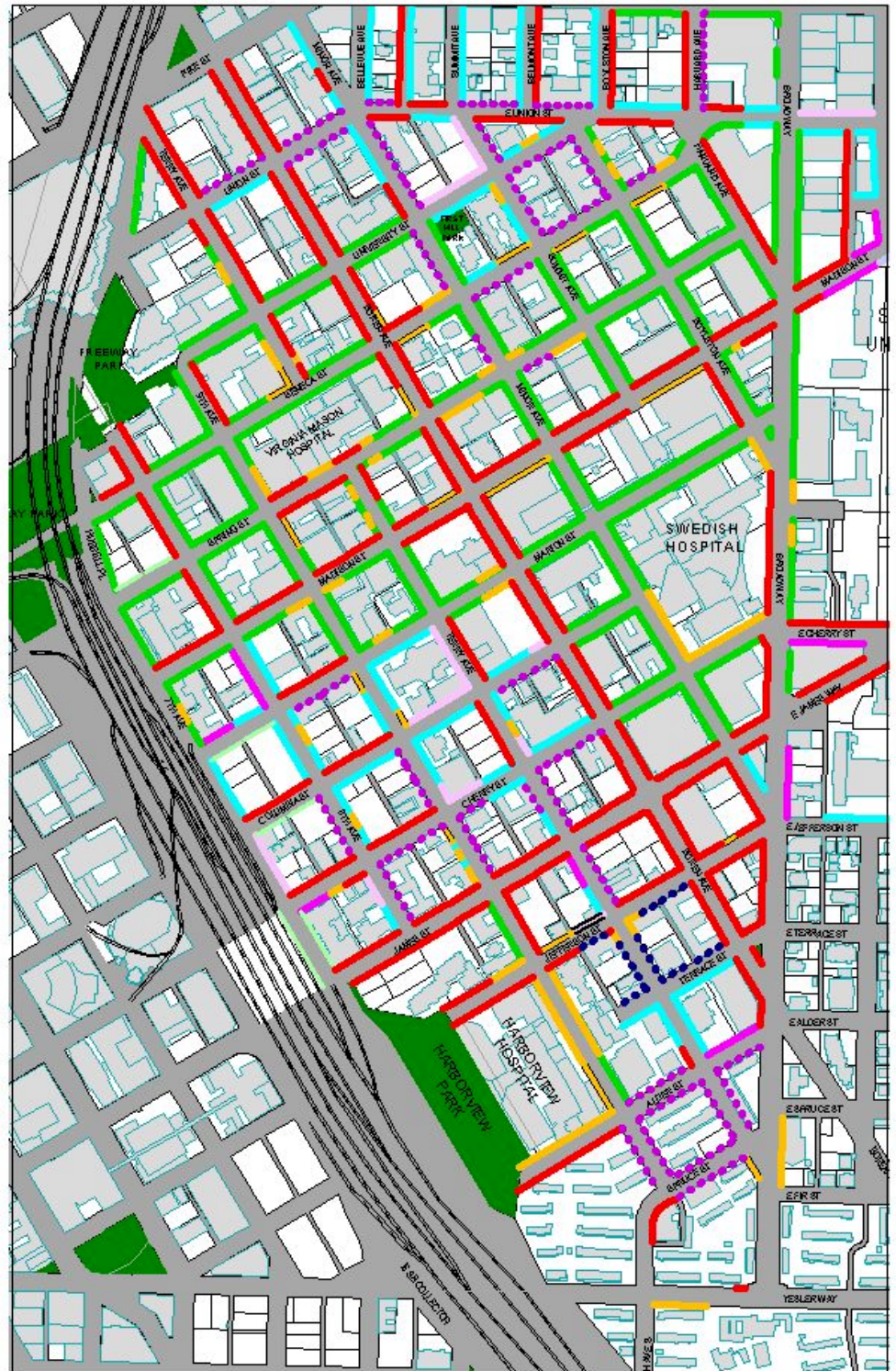
First Hill Parking Action Strategy

City
of Seattle

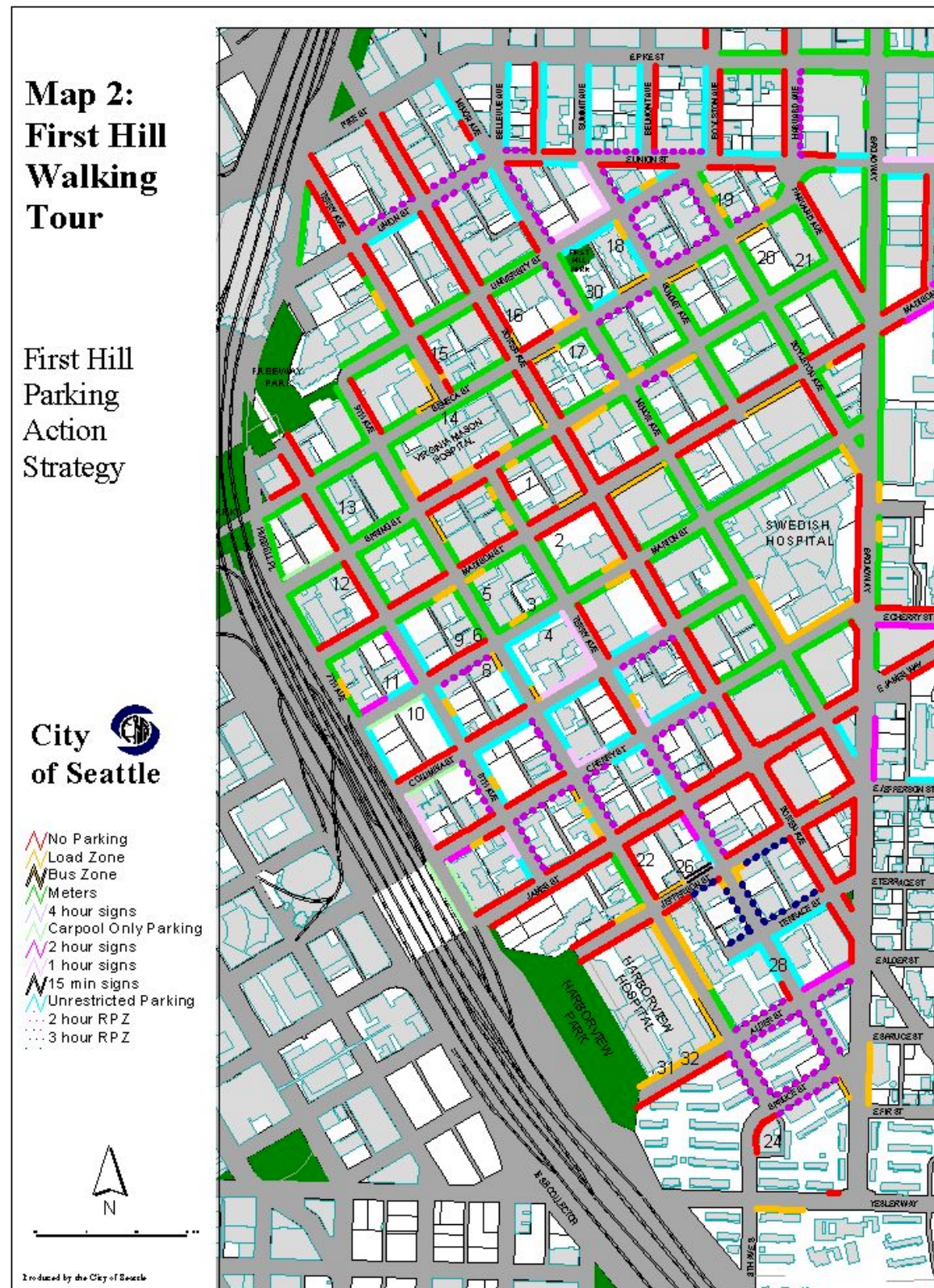
-  No Parking
-  Load Zone
-  Bus Zone
-  Meters
-  4 hour signs
-  Carpool Only Parking
-  2 hour signs
-  1 hour signs
-  15 min signs
-  Unrestricted Parking
-  2 hour RPZ
-  3 hour RPZ



Produced by the City of Seattle
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SHELLY D. WATSON, Inc. is the author
of portions of the map.



MAP 2



SHORT TERM ACTIONS (2003 - 2004)

The goals of the workgroup in the short-term are to make changes to the existing parking regulations that will reduce the tension between residential, employee and visitor parking in the area around Harborview Medical Center. Additional short-term changes include installing directional signs to off-street parking opportunities and improving management of the existing on-street parking system. The workgroup intends many of these changes to be initiated between September and December of 2003 with implementation occurring by the end of 2004.

The results of implementing the short-term actions are shown in *Map 3: Results of Proposed Short-Term First Hill Parking Regulations*.

Short-Term Goal #1: Make changes to Residential Parking Zone 7 in the vicinity of Harborview Hospital to reduce tension between residents, hospital visitors and hospital employees.

Strategies to Achieve Goal #1:

- Strive for consistency in the amount of time that non-RPZ 7 permit holders can park. Change 3-hour and 2-hour parking limits to 2-hour or 1-hour, depending upon the results of the SDOT parking study.
- Create an evening RPZ from 6:00 to 11:00 pm in the vicinity of Harborview to discourage evening parking by night-shift employees who are eligible for paid parking within Harborview's facility.
- Extend Zone 7 and the evening RPZ to all blocks within a four-block radius of Harborview (Terry between Alder and Terrace; Terrace between Terry and Boren)
- Extend Zone 7 on Yesler Avenue to the area in front of the Yesler Terrace Community Center
- Extend Zone 21 to the south side of University between Summit and Minor (eastern half); the north side of University between Summit and Boylston (western half); and to E. Union between Summit and Minor, on the eastern half of the south side of the street.
- In areas with parking meters around Harborview, install an evening-only RPZ beginning at 6:00 p.m.

Implementation Plan to Achieve Goal #1:

- The Yesler Terrace Community Council should submit a letter to the Seattle Department of Transportation requesting a study of the above recommended strategies. SDOT staff will study the request in the order in which it is received.

Short-Term Goal #2: Maximize use of the existing on-street parking system by consolidating and eliminating load zones and bus zones where appropriate, formalizing "informal" parking spaces, and converting parallel to angled parking where appropriate. Ensure that adequate loading and unloading spaces remain.

Strategies to Achieve Goal #2:

- On Marion between 9th and Terry (north side): Consolidate the spaces between the "t's" and "l's" painted on the street to increase the number of parking spots

- On 9th between Marion and Madison (west side): Shorten the existing “No Parking” zone at the green mailbox to create more spaces.
- At 821 9th Avenue (at Marion and 9th): Consolidate the two load zones for the one apartment building
- On Spring between 7th and 9th (south side): Shorten the existing load load-zone or restrict it to Sunday use only
- On 8th between Spring and Seneca (east side): Consolidate load zones in front of the Emerson, Geneva and Lowell buildings
- On Terry between Seneca and University (east side): Explore conversion of parallel to angled parking on the west side OR addition of parallel parking on the east side
- On Boren between Seneca and University (west side): Work with King County Metro to remove or consolidate bus zones
- On Seneca between Boren and Minor (south side): Replace the “t’s” and “l’s” to fit with the actual meter locations
- On Summit between Seneca and University: Shorten the bus zone
- On Boylston between Seneca and University (west side): Remove the three load zones designated for the currently vacant building and replace them with time-limit signs or parking meters
- On Spruce at 9th (east side): Explore adding parking around the street curve
- University between Minor and Boren (north side): Remove the load zone meter to create additional load/unload time for moving companies, etc. that use the spot
- On Seneca between Summit and Minor (north side): Relocate well-utilized motorcycle parking to the northwest corner of Summit between Seneca and Spring. Motorcycle spaces will be preserved in a location where existing parked cars cause poor visibility

Implementation Plan to Achieve Goal #2:

- The addition, elimination or consolidation of load zones can typically be achieved by a phone call to SDOT at 684-ROAD. SDOT staff typically reviews other commercial, 30-minute, and 3-minute load opportunities available to ensure adequate spaces exist. The distribution of this Parking Action Strategy to affected property owners/managers is a good tool to educate and solicit feedback.

Short-Term Goal #3: Install parking directional signs to guide customers and visitors to the supply of on- and off-street parking available to either side of Madison Street.

Strategies to Achieve Goal #3:

- Install signs in the City right-of-way that generally direct traffic to the on- and off-street metered and garage parking that exists around Swedish Hospital on Marion Street and Minor Avenue.

Implementation Plan to Achieve Goal #3:

- Making the Parking System Work staff will work with others in SDOT to preliminarily identify locations for signs directing customers and visitors to on- and off-street parking north and south of Madison Street. Funds have been set-aside for the signs from the Cumulative Reserve Fund. Per the Workgroup’s directions, signs will be standard white

on blue with the word “Parking” and a directional arrow. If desired by a sponsoring community group, signs could bear a First Hill name and/or logo.

Short-Term Goal #4: Ensure adequate parking enforcement to assist parking management tools to function as intended. Avoid deliberately-concentrated enforcement efforts in the residential parking zone that primarily impact residents - not outside offenders. Allow changes to the RPZ (Short-Term Goal #1) to go into effect before increasing enforcement levels.

Strategies to Achieve Goal #4:

- Increase towing of abandoned cars through a concentrated neighborhood education effort to increase reporting.
- Ensure adequate enforcement during all time periods.
- Reduce the incidence of RPZ signs being intentionally knocked over. Investigate why/who/how this is happening.
- Involve Parking Enforcement Officers (PEOs) in the design of new parking areas and regulations to ensure that enforcement and design are compatible.
- Communicate to residents that 684-ROAD can be called to immediately report missing RPZ signs and other traffic signs.

Implementation Plan to Achieve Goal #4:

- SDOT staff can facilitate transmission of these goals to Parking Enforcement Officers in the Seattle Police Department.

Short-Term Goal #5: Install 2-hour parking meters adjacent to commercial land uses. The goal of installing the meters is to eliminate all-day parking by employees to create more short-term customer parking spaces. Seek uniformity in time-limit regulations to provide neighborhood customers and visitors with consistency.

Strategies to Achieve Goal #5:

- Install more parking meters in the areas adjacent to I-5 and downtown to prevent all-day commuter parking.
 - On Marion between 9th and Terry (south side): Add meters or time-limit restrictions to the unrestricted parking
 - On Marion between 7th and 8th (south side): Consolidate or relocate the taxi zone to a needed location. Install more carpool or metered parking
 - At 909 8th Avenue: Install meters or time restrictions on the south side of this building used only for storage

Implementation Plan to Achieve Goal #5:

- Parking meters are installed by SDOT after looking for certain criteria such as the presence of businesses or services that need parking turnover, a relatively dense business base, heavily used time-limited parking, limited or costly off-street parking, areas with curbs and sidewalks, little likelihood of spillover into adjacent residential neighborhoods, and community support. Additional parking meter equipment will be available for

installation in neighborhoods in early 2004. At that time, SDOT staff will evaluate the un-metered areas of First Hill to determine how well they fit these criteria.

- Workgroup and community members will advocate for future installation of pay-stations.

Short-Term Goal #6: Improve communication with area residents about impacts to on-street parking from large-scale, multi-month/year construction projects.

Strategies to Achieve Goal #6:

- Educate residents about how Harborview construction impacts will be mitigated according to their existing plan and design review program/code requirements
- Investigate creating a “construction zone” permit system, similar to a residential parking zone, where area residents are given parking privileges during specific time periods in neighborhoods where significant parking has been lost to on-street parking projects.

Implementation Plan to Achieve Goal #5:

- SDOT and DCLU staff will investigate ways of improving communication with residents and the legality of a “construction zone” permit system.

MAP 3

(Map 3 will be created after the First Hill Parking Workgroup has prioritized the short-term parking goals)

MID-TERM ACTIONS (2004 - 2005)

The goals of the workgroup for the mid-term actions are to make larger neighborhood-wide changes to the existing parking regulations that will increase the supply of short-term parking for customers and visitors to the First Hill retail core and municipal center, and participate in City-wide policy changes to improve parking management. The workgroup intends many of these changes to be made in 2004.

The results of implementing the mid-term actions are shown in *Map 4: Proposed Mid-Term First Hill Parking Regulations*.

Mid-Term Goal #7: Change City policy to limit parking by handicapped placard to four hours. Sufficient handicapped parking spaces exist for employees of First Hill's major institutions. By limiting the time handicapped placards can stay in metered spaces, handicapped parking spots, and the residential parking zone, more spaces will be made available more often for visitors to the hospital.

Strategies to Achieve Goal #7:

- On Alder between 8th and 9th: Convert the load zones and reserved parking spaces (which are served elsewhere) to four-hour disabled parking.

Implementation Plan to Achieve Goal #7:

- A City of Seattle Department of Transportation team is currently investigating making a change to the City code to limit parking by disabled placard to four hours. This change was recommended by the 2002 Seattle Parking Management Study.
- Workgroup members should seek out opportunities to educate their staff, clients, patrons and neighbors about the benefits of this change.

Mid-Term Goal #8: Establish a Residential Parking Zone (RPZ) for mixed-use areas. Change the administration and enforcement of the RPZ program to minimize abuse by neighborhood residents and employees.

Strategies to Achieve Goal #8:

- Combine meters with Residential Parking Zones. Install 2-hour meters, but allow Zone 7 permit holders to park free. This will permit the collection of revenue from those short-term parkers inside the zone. The perception is that people park in the RPZ because it is free, unless they receive a ticket for exceeding the permitted time limit.

Implementation Plan to Achieve Goal #8:

- Beginning in early 2004, SDOT staff will undertake a project to review and evaluate the City's existing Residential Parking Zone policies and administration. This evaluation was recommended by the *2002 Seattle Parking Management Study*. Citizen involvement will be sought at that time to provide and review ideas. Until that time, the City does not have the ability to establish an RPZ in a mixed-use area.

Mid-Term Goal #9: Maximize use of the existing on-street parking system by removing or reducing the size of curb bulbs and planting strips to create opportunities for angled and parallel parking.

Strategies to Achieve Goal #9:

- At Terry between Madison and Spring (east side): Remove additional curb space
- On Terry between Marion and Madison (east side): Remove planted and unplanted curb bulbs to create more parking spaces
- On Marion between 8th and 9th: Remove the planting strip to create parallel or angled parking on the north side of the street
- On Boylston between Spring and Seneca (east side): Investigate removal of planting strip to create angled parking
- On Spring between Harvard and Boylston (north side): Investigate removal of planting strip to create angled parking
- On Jefferson between 9th and Terry (north side): Formalize 15-minute parking spaces on the planting strip or eliminate them through enforcement

Implementation Plan to Achieve Goal #9:

- Many of these proposals require additional discussion within the community to weigh the benefits of having neighborhood green space against the benefits of having additional parking spaces.
- Funds to make these changes will need to be sought through competitive City funding processes including the Department of Neighborhood's Matching Fund, the Neighborhood Street Fund, and the Cumulative Reserve Sub-fund (typically reserved for maintenance projects). The Neighborhood Street Fund and the Cumulative Reserve Sub-fund are administered by SDOT staff.

Mid-Term Goal #10: Extend parking meter hours into the evening to create parking turnover after 6:00 p.m.

Implementation Plan to Achieve Goal #10:

- City-wide, all parking meter regulations end at 6:00 p.m. Extension into the evening would require a change in the City-code. Neighborhoods that share an interest in extended meter hours should work together to communicate their desires to the City of Seattle. The installation of new parking meter technology, in the form of pay-stations, will make it easier for the City to manage evening parking meter hours in certain neighborhoods and locations.

MAP 4

(Map 4 will be created after the First Hill Parking Workgroup has prioritized the short-term parking goals)

LONG TERM ACTIONS (2005 AND BEYOND)

The goals of the workgroup for the long-term actions are to keep these ideas active until the appropriate time arrives for their implementation. Many activities involve action on the part of City Council, King County Metro, creation of a business association, several community groups working together, private property owners or tenants. Many activities require a neighborhood champion to implement.

High Priority Long-Term Goals

Long-Term Goal #11: Emphasize accessibility by transit, bicycle and pedestrians in the First Hill area. Implement transportation demand management tools (transit pass subsidies, preferential carpool parking, and car sharing) to provide employees and visitors with choices.

Strategies to Achieve Goal #11:

- Create an Access Package, similar to what was created for the U-District in 2001, to help small employers provide transit benefits to employees. Survey employers to determine demand for the creation of an Access Package that provides incentives and subsidies to visitors, employers and employees who come to First Hill without always relying on drive-alone car trips. Access Package elements could include parking validation programs, guaranteed rides home for employees, discounts for using Flexcar, discounts for Metro transit passes, and assistance with ride-sharing programs
- Emphasize alternative transportation accessibility in the development of future transportation plans, implementation of existing plans, and creation of community and business association websites and publications.

Implementation Plan to Achieve Goal #11:

- A neighborhood “champion” group (First Hill Improvement Association, coalition of First Hill Employee Transportation Coordinators, as-yet-to-be-created business group) can contact the Making the Parking System Work staff regarding the opportunity to acquire funds for the creation of an Access Package. Making the Parking System Work staff will consult other SDOT, City and Metro staff as needed regarding the creation of an Access Package, placement of bike racks and designated carpool parking spaces, and the provision of FlexCar. Typically, the Making the Parking System Work program enters into a contract with a neighborhood or community organization to oversee the project.
- The City and Metro should provide support to institutions to create FlexCar and other car-sharing programs that serve employees and neighborhood residents. Actions could include helping Seattle University develop its own car-share program for students under the age of 25 (ineligible to use FlexCar for insurance purposes) and helping Swedish secure cars for its three locations that can be shared during certain times with the surrounding residential neighborhoods.

Long-Term Goal #12: Improve the frequency of bus service and the number of routes that serve residents, clients and employees of the neighborhood.

Strategies to Achieve Goal #12:

- Lobby Metro to add more bus routes/frequency to make transit more attractive to residents, employees, students and patients.
 - Metro routes 3 and 4 are often full to capacity. They need to be operated with higher frequency – a large portion of ridership comes from the stops at Harborview and the Juvenile Justice Center.
 - Metro route 9 should run later into the evening and on weekends to serve neighborhood residents.
 - Investigate restoring Metro Route 944 (or similar route) through the use of grants (previously funded by DSHS funding).
- Expand the Ride Free Zone at a minimum to include Harborview. The Ride Free Zone currently ends in the middle of the James Street incline, making it difficult for disabled and/or low-income patients and families to access the hospital.

Implementation Plan to Achieve Goal #12:

- First Hill institutions and large employers could collaboratively seek grant funds to reinstitute route 944.

Long-Term Goal #13: As determined timely or appropriate by neighborhood business or transportation association groups, develop marketing, parking validation programs, signage and other tools to more effectively use existing parking, promote the use of alternative forms of travel, and help shoppers and visitors navigate.

Strategies to Achieve Goal #13:

- Develop a neighborhood “Welcome Wagon” brochure or packet for new residents giving information about bus routes, taxi services, FlexCar locations and Residential Parking Zones.
- Create a parking and access map/website/kiosk to distribute to customers and residents.
- Use the First Hill Improvement Association newsletter to distribute information about parking and transportation alternatives
- Develop a parking validation program where participating parking facilities sell discounted tokens or tickets to participating merchants who then distribute to customers making a minimum purchase.

Implementation Plan to Achieve Goal #13:

- A neighborhood “champion” group (First Hill Improvement Association, coalition of First Hill Employee Transportation Coordinators, as-yet-to-be-created business group) can contact the Making the Parking System Work staff regarding the opportunity to acquire funds for certain educational and marketing projects. Typically, the Making the Parking System Work program enters into a contract with a neighborhood or community organization to oversee the project.
- The First Hill Improvement Association could seek funding from the Making the Parking System Work Program to design and distribute a special transportation-focused First Hill Newsletter.

Long-Term Goal #14: Workgroup and community members should identify feasible opportunities for shared parking between various existing businesses, residential, and other developments. Develop parking programs to more effectively use existing off-street parking resources. Investigate the use of unused parcels for parking purposes.

Strategies to Achieve Goal #14:

- Explore the possibility of making Harborview spaces available in the evening to area residents to help alleviate their difficulty in finding on-street parking.
- Explore lot-sharing opportunities at Seattle University. From lots with access off of James, Cherry and Broadway, spaces are available after 3:00 p.m. on weekdays and all-day on weekends. However, parking must be purchased at an inconveniently located office off of 12th Avenue.
- Support Harborview's efforts to reach a lot-sharing agreement with 24-Hour Fitness. Staff can park and workout at the gym, using a shuttle to reach work. This will free additional spaces in the Harborview garage for staff parking in the neighborhood, patients and visitors.
- Explore opportunities at the empty lot at Terry/Boren/Jefferson/James; the Medical Sciences building, and the Presbyterian Church (could share with Town Hall).

Implementation Plan to Achieve Goal #14:

- At the community's request, SDOT staff can convene a sub-committee of community members to communicate and brainstorm with the current property managers and parking lot operators.
- DCLU and SDOT will work together to investigate creative ways of amending the land use code to allow additional opportunities for shared parking.

Long-Term Goal #15: Create a neighborhood transportation management association (TMA) to provide a centralized distribution point for the distribution of a variety of transit benefits and travel incentives to employees, visitors and residents.

Strategies to Achieve Goal #15:

- Pool existing transit benefits that the major institutions and other large First Hill employers distribute to their employees. Resources can then be harnessed to serve larger neighborhood goals (i.e. increased bus service).

Long-Term Goal #16: Continually investigate the impacts from area uses and monitor their on-street parking regulations to determine appropriateness and cohesion with larger neighborhood parking management goals.

Strategies to Achieve Goal #16:

- As resources are available, investigate impacts from St. James Cathedral and the Stadiums on parking within the neighborhood. For example, many of the on-street spaces immediately around the Cathedral have one-hour time limit restrictions. This may work well for Cathedral parishioners or visitors while it discourages other parking users that often need two hours to run errands or attend appointments.

Long-Term Goal #17: Investigate options for institutes to provide shuttles to satellite parking lots and transit hubs (ferries, Monorail, Light Rail, King Street Station, etc.) and also to share existing shuttle resources (Harborview provides two shuttles to satellite lots for employees that run every 20 minutes).

Strategies to Achieve Goal #17:

- Seattle University and Swedish Hospital are currently communicating to see how their employees can vanpool together.

Long-Term Goal #18: Encourage the Department of Design, Construction and Land Use's (DCLU) investigation into "preservation parking." The creation of this tool, requiring revision's to Seattle's Land Use Code, would allow a practice whereby new developments can preserve the existing parking supply of a particular site so that it is not lot to the community. Income from the existing parking lot is counted by the developer.

Strategies to Achieve Goal #18:

- DCLU and SDOT should continue to investigate opportunities to allow creative parking management strategies.

NON-PARKING ITEMS

Throughout the process of “Making the Parking System Work” on First Hill, workgroup members identified other transportation-related goals they would like to pursue. Those goals are shown here and will be passed along to the appropriate City of Seattle staff for further investigation.

Other Goal #19: Eliminate or revise parking spaces and traffic flow as necessary to reduce congestion and facilitate the movement of cars and buses around First Hill.

Strategies to Achieve Goal #19:

- Remove the one to two easternmost spaces on the south side of East Union at Broadway to allow more traffic to pass through on each green light.
- Re-route automobiles seeking I-5 that currently turn at 9th and James Street. Direct them straight towards Cherry to access the northbound freeway lanes.
- Investigate some type of pull-out or pull-over for the cars that visit the Northwest School (approximately 200 cars per day).
- Investigate if the removal of parking near the intersection of Madison and Broadway, especially during rush hour, would help improve visibility.

Other Goal #20: Add a security system at Yesler Terrace parking lots to reduce/prevent non-residents and non-guests from parking in the facilities. System could consist of a gate, arm and passcards distributed to authorized permit holders.